

IN THE CLAIMS

1. (currently amended): A hybrid drive assembly for a vehicle having at least one drive wheel, the drive assembly comprising an internal combustion engine; and a transmission unit interposed between a drive shaft of the internal combustion engine and a propeller shaft connected angularly to the drive wheel, and in turn comprising a clutch and a transmission, having a drive element connected angularly to the drive shaft of the internal combustion engine and a driven element pulley connectable to said propeller shaft; the drive assembly further including an electric machine which can be operated instead of or in combination with said internal combustion engine, characterized in that said clutch is interposed between said driven element pulley of said transmission and said propeller shaft, and has a drive member connectable to said driven element pulley of said transmission and a driven member connected to the propeller shaft, said electric machine comprising a rotor connected angularly and permanently to said driven member of said clutch and having a coupling interposed between said driven pulley and said drive member of said clutch.

2. (currently amended): A drive assembly as claimed in claim 1, characterized in that said transmission is a CVT, said drive element and driven element consisting consists of a drive pulley and, respectively, a driven pulley of said CVT.

3. (original): A drive assembly as claimed in claim 1,

characterized in that said clutch is a centrifugal clutch; said driven member of said clutch being a bell integral with said propeller shaft.

4. (original): A drive assembly as claimed in claim 3, characterized in that said rotor of said electric machine is coaxial and integral with said bell of said clutch.

5. (original): A drive assembly as claimed in claim 1, characterized in that said electric machine is reversible.

6. (canceled)

7. (canceled)

8. (canceled)

9. (original): A drive assembly as claimed in claim 1, characterized by comprising an electric generator driven by said internal combustion engine.

10. (original): A drive assembly as claimed in claim 1, characterized by comprising a control unit for controlling said internal combustion engine and said electric machine, in response to a number of input signals (Sa, Sf, Ss), in a number of operating modes comprising at least a combustion mode wherein only the internal combustion engine is activated, an electric mode wherein said electric machine operates as a motor and said internal combustion engine is disabled, a parallel hybrid mode wherein said internal combustion engine and said electric machine are both activated and connected to

said drive wheel, and a series hybrid mode wherein said internal combustion engine is disconnected from said drive wheel and drives said electric generator.

11.(original): A drive assembly as claimed in claim 10, characterized by comprising selecting means for selecting said operating modes of said drive assembly; said input signals (Sa, Sf, Ss) comprising at least a number of input signals (Ss) generated by said selecting means.

12.(original): A drive assembly as claimed in claim 10, characterized in that said input signals (Sa, Sf, Ss) comprise a signal (Sa) indicating the position of an accelerator member.

13.(original): A drive assembly as claimed in claim 10, characterized in that said input signals (Sn, Sf, Ss) comprise a signal indicating actions on a brake control member of the vehicle.

14. (original):A vehicle having at least one drive wheel, characterized by comprising a hybrid drive assembly as claimed in claim 1.

15.(original): A vehicle as claimed in claimed 14, characterized by being a scooter.